



Aviation Investigation Final Report

Location:	MANVILLE, Wyoming	Accident Number:	DEN92FA076
Date & Time:	July 23, 1992, 15:15 Local	Registration:	N560CM
Aircraft:	AERO COMMANDER 560-F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING A CROSS COUNTRY BUSINESS FLIGHT, WHICH WAS FILED AND FLOWN UNDER INSTRUMENT FLIGHT RULES, THE PILOT AND CONTROLLER HAD NUMEROUS COMMUNICATIONS REGARDING ROUTING AND WEATHER, AND THE AIRCRAFT WAS CIRCUMNAVIGATING WEATHER AREAS. THE PILOT REPORTED ENTERING WHAT HIS STORMSCOPE SHOWED AS A 'CLEAR' AREA AFTER ENCOUNTERING RAIN AND MODERATE TURBULENCE AT TEMPERATURES CONDUCIVE TO STRUCTURAL ICING. THE CONTROLLER NOTED A 1,000 FOOT LOSS OF ALTITUDE FROM THE ASSIGNED CRUISE ALTITUDE OF 17,000 FEET, FOLLOWED BY A LOSS OF ALTITUDE READOUT. SHORTLY THEREAFTER THE AIRCRAFT DISAPPEARED FROM THE CONTROLLER'S RADAR SCOPE. THE WRECKAGE WAS FOUND NEAR THE LAST RADAR FIX. THE AIRPLANE IMPACTED IN A NEAR VERTICAL DESCENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL FOLLOWING FLIGHT INTO WEATHER CONDITIONS CONTAINING THUNDERSTORMS, TURBULENCE AND ICING CONDITIONS. FACTORS WERE: INACCURATE WEATHER EVALUATION AND FLIGHT INTO KNOWN ADVERSE WEATHER BY THE PILOT IN COMMAND.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) WEATHER CONDITION - THUNDERSTORM
2. (C) WEATHER CONDITION - TURBULENCE
3. (C) WEATHER CONDITION - ICING CONDITIONS
4. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 30, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2195 hours (Total, all aircraft), 158 hours (Total, this make and model), 2041 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N560CM
Model/Series:	560-F 560-F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1311-61
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	July 5, 1991 Annual	Certified Max Gross Wt.:	7500 lbs
Time Since Last Inspection:	111 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4538 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	OIG-540-B1A
Registered Owner:	MCLAUGHLIN CONSTRUCTION CO.	Rated Power:	350 Horsepower
Operator:	MCLAUGHLIN CONSTRUCTION CO.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CPR ,5348 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALT LAKE CITY , UT (SLC)	Type of Flight Plan Filed:	IFR
Destination:	WAUPACA , WI (PCZ)	Type of Clearance:	IFR
Departure Time:	13:47 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	42.770469,-104.60984(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	BUD HARDESTY; CASPER , WY
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18154

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).